

**MAINTENANCE OF WAY  
CONDITIONAL STOP**

(Form Y Train Order)

The following forms of oral authorization by the Foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Camas Prairie Railway Foreman calling Extra **232** East about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is Camas Prairie engineer, Extra **232** East."

When engineer has answered as above, the foreman will state: "Extra **232** East may pass red signal at (Location) without stopping."

The foreman may also authorize a different speed from that shown in the form Y train order by adding to his instructions: "Proceed at \_\_\_\_\_ MPH," or "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.

**Camas Prairie  
Railroad Co.**

**TIME  
TABLE**

**114**

**In Effect at 12:01 A.M.  
Pacific Standard Time**

**SUNDAY  
OCTOBER 30, 1977**

**RADIO INFORMATION**

BASE STATION LOCATION	CHANNEL	HOURS ATTENDED
East Lewiston Yard	1, 2 & Downriver	24 Hours Daily
Lewiston Dispatcher	2 & Downriver	6 A.M.-10 P.M. Daily
Orofino Depot	2	7 A.M.-4 P.M. Mon.-Fri.
Kamahia Depot	2	7 A.M.-4 P.M., Mon.-Fri.
Craigmont Depot	2	8 A.M.-5 P.M., Mon.-Fri.
Grangeville Depot	2	7 A.M.-4 P.M., Mon.-Fri.
Headquarters Depot	2	7 A.M.-4 P.M., Mon.-Fri.

**TO BE USED IN CONJUNCTION WITH  
CURRENT SPECIAL INSTRUCTIONS**

**J. H. HARWOOD**  
Manager

**J. W. CLEM**  
Trainmaster -  
Road Foreman of Engines

Westward			FIRST SUBDIVISION			Eastward						
Third Class	Third Class	Third Class							Third Class	Third Class	Third Class	
885	857	661	E Z C	E C Q	TY	STATIONS			662	858	886	
Freight	Freight	BN Freight							BN Freight	Freight	Freight	Freight
Daily Except Sunday	TUE. THU. SAT.	Daily Except Sunday							Daily Except Sunday	MON. WED. FRI.	Daily Except Sunday	
						Telegraph Offices and Calls						
			CS 66	0.0	TY	SITES	62.7	76.2	12S.			
			CS 63	3.2		3.2	59.5	73.0	1'55			
			CS 55	11.2	BOPQ RY	KA KOOSKIA	51.5	65.0	12S.			
			CS 49	17.0	p	5.8 KAMIAH	'5.7	59.2	1023			
			CS 47	18.4		1.4 TRAMWAY	44.3	57.8	Spur 366			
			CS 40	25.4	p	7 PARDEE	37.3	50.8	1405			
			CS 34	31.0		5.6 GREER	31.7	45.2	Spur 120			
L PM 7.15			CS 32	33.7	BFJKO PQRWY	OF OROFINO	29.0	42.5	Yard		A AM 12.11	
7.25			CS 28	37.4	PY	3.7 AHSAHKA	25.3	38.8	Yard		AM 12.01	
7.38			CS 23	42.4	p	5.0 PECK	20.3	33.8	2170		11.48	
7.55			CS 17	49.3	p	6.9 LENORE	13.4	26.9	NO		11.31	
8.15			CS 9	56.9	p	7.6 CHERRYLANE	5.8	19.3	510		11.11	
8.30		L PM 10.01	CS 3	62.7	JPRY	5.8 ARROW	0.0	13.5	2705	A PM 11.47	10.56	
8.40	L AM 9.15	10.09	CP 88	65.9	JPRTY	3.2 SPALDING		10.3		11.39	A AM 6.55	10.47
8.43	9.20	10.12	CP 82	66.8	PY	0.9 NORTH LAPWAI		9.4	1246	11.36	6.51	10.44
9.00	9.36	886 10.ia		73.2	PY	6.4 FOREBAY		3.0	Yard	11.20	6.35	661 10.28
9.05 A PM	9.40 A AM	10.32 A PM		74.7	BFKOPQ RTWYZ	15 EAST LEWISTON		1.5	Yard	11.15 L PM	6.30 L AM	9.35 L PM
			CP 72	76.2	BKPQRY	15 LEWISTON		0.0	Yard			
150	25	29				Time Over Sub-division				32	25	236
22	21	25				Average Speed Per Hour				23	21	16
						C P Radio Channel No. 2 In Effect Except Lewiston Yard Channel No. 1						

WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Westward		SECOND SUBDIVISION				Eastward		
Third Class						1	Third Class	
857							858	
Freight							Freight	
TUE. THU. SAT.							WED. FRI.	
L AM	CP	0.0	BOQR	GE	GRANGEVILLE	66.5	Yard	A AM
5.45	149		TWY		7.0			11.45
6.02	CP	7.0			FENN	59.5	2145	11.25
	142				8.5			
6.23	CP	15.5	y		COTTONWOOD	51.0	2570	11.00
	133				5.3			
6.36	CP	20.8			SAND SPUR	45.7	SBP	10.30
	128				3.4			
6.45	CP	24.2			FERDINAND	42.3	858	10.20
	125				7.9			
7.15	CP	32.1	OQY	VO	CRAIGMONT	34.4	1353	10.00
	117				4.5			
7.30	CP	36.6			CRAIG JUNCTION	29.9	SPUR	8.45
	113				3.8		165	
7.45	CP	40...	TY		REUBENS	26.1	2244	8.35
	109				6.6			
8.15	CP	47.0			NUCRAG	19.5	462	8.05
	102				7.4			
8.45	CP	54.4			CULDESAC	12.1	1650	7.35
	94				2.4			
8.51	CP	56.8			JACQUES	9.7	1650	7.27
	92				1.7			
8.55	CP	58.5			BUNDY	8.0	792	7.22
	91				2.7			
9.02	CP	61.2			SWEETWATER	5.3	1056	7.15
	88				2.0			
9.07	CP	63.2			LAPWAI	3.3	1485	7.08
	86				3.3			
9.15	CP	66.5	JPR		SPALDING	0.0		7.00
A AM	83		TY					L AM
3.30					Time Over sub-Division			4.45
19					Average Speed Per Hour			14

WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

C P Radio Channel No. 2 in effect on 2nd and 4th Subdivisions.

C p Downriver Channel in effect on 3rd sub-division.

Westward		THIRD SUBDIVISION				Eastward		
Second Class							Second Class	
859							860	
Freight							Freight	
Daily							Daily	
L PM	CP	0.0	BKP	FY	East Lewiston	71.5	Yard	A PM
8.30	72		QRY		2.4			11.45
8.35	CP	2.4	y		Transfer	69.1	4015	11.40
	69				9.3			
8.47	CP	11.7			Moses	59.8	538	11.28
	59				14.3			
9.05	CP	26.0			Crum	-5.5	3685	11.10
	45				10.5			
9.18	CP	36.5	Q		Almota	35.0	495	10.57
	35				12.7			
9.34	CP	49.2			Penawawa	22.3	538	10.41
	22				6.5			
9.42	CP	55.7	Q		Central Ferry	15.8	52	10.33
	15				15.8			
10.05	CP	71.5	PRTY		Riparia	0.0	Yard	10.10
A PM	0						396 Cars	L PM
1.35					Time over Subdvn.			1.35
..52					Average Speed Per Hour			45.2

WESTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

Westward		FOURTH SUBDIVISION				Eastward	
CH	0.0	BOQR	HQ	HEADQUARTERS	..0.0	Yard	
40		TWY		2.0			
CH	2.0			DEER CREEK	38.0	Spur	
38				3.8		172	
CH	5.8			SUMMIT	14.2	2287	
34				3			
CH	10.1	y		Revling	29.9	Spur	
30				11		1800	
CH	11.2	WY		JAYPE	28.8	Yard	
29				9			
CH	12.1	y		NELSON	27.9	Spur	
28				2.8			
CH	14.9			ROONEY	25.1	528	
25				3.5			
CH	18.4			POORMAN	21.6	510	
21				21			
CH	20.5			HALEY	19.5	726	
20				4.8			
CH	25.3			RUDO	1..7	2970	
15				51			
CH	30.4			CEDAR CANYON	9.6	165	
10				6.8			
CH	37.2			KONKOLVILLE	2.8	Spur	
3				2.8		250	
CS	40.0	BJKOP	OF	OROFINO	0.0	Yard	
32		QRWY					

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION

# GENERAL INSTRUCTIONS

Employees will be governed by the Consolidated Code of Operating Rules and, except on the Third Subdivision, by the Safety Rules and Air Brake and Train Handling Rules of The Burlington Northern.

On the Third Subdivision employees will be governed by the Union Pacific Railroad Special Rules and Safety Rules of the Oregon Division and in addition at Riparia will be governed by Union Pacific Oregon Division Time Table in use of Union Pacific track.

## SPECIAL INSTRUCTIONS ALL SUBDIVISIONS

### 1. SPEED RESTRICTIONS - ALL TRAINS AND ENGINES:

When handling pile driver, wrecker pile driver, ditcher or similar equipment. ....	15 M.P.H.
Scale test car .....	25 M.P.H.
(Must be handled immediately ahead of caboose.)	
Rotary snow plow .....	20 M.P.H.

### 2. HEAVY CAR RESTRICTIONS:

Cars heavier than the following not permitted on the 1st, 2nd and 4th subdivisions without authority of the Manager:

Cars under 40 ft. long .....	220,000 lbs.
Cars over 40 ft. long .....	263,000 lbs.

Trains handling loaded covered hoppers will not exceed 10 M.P.H. on all curves governed by 15 M.P.H. reduce speed signs.

### 3. IMPAIRED CLEARANCE:

On all Industrial tracks on all subdivisions.

### 4. WATCH INSPECTORS:

Lewiston .....	House of Diamonds
	The Diamond Shop
Orofino .....	Hughes Jewelers

### 5. AUTHORIZED MEDICAL EXAMINERS

Clarkston, WA .....	Dr. G. A. Rogers
Orofino, ID .....	Dr. M. Masar

### 6. INSTRUCTIONS FOR SAFETY INSPECTION:

Each car placed in train, where personnel are not on duty for the primary purpose of inspecting freight cars, may be moved after receiving safety inspection in accordance with the following standards:

1. A freight car with any defect that makes it unsafe for movement shall be corrected or set out of train.
2. No part of the freight car, nor anything attached to the car, may be hanging low enough to foul a road crossing or track structure.
3. Open top loads, including trailers and containers on flat cars, must be safely loaded.
4. Where width or height appears close to clearance lines, it must be known that the movement has been cleared with the proper authority.
5. Freight cars carrying bad order tags, that are safe for movement, may be taken in train to the point where repairs are to be made.

### 7. HANDLING OF HAZARDOUS MATERIAL

When derailment, collision, fire or unforeseen occurrence takes place involving hazardous materials (such as explosives, flammable liquids, flammable compressed gases, radioactive or fissionable materials, poisons, poison gases or any other commodity which might be hazardous when involved in fire, released or leaking from their packages, containers or tank cars,) conductor or member of the crew must check the waybills to determine what materials are involved.

If in doubt about the commodity or it is not described for a placarded car, the shippers' and consignees' names and addresses should also be noted.

A list must be made of the commodities involved with shipping names

and classifications along with any emergency phone numbers, radioing or telephoning by quickest means possible to chief dispatcher and be governed by his instructions. This information must be available to any emergency agencies responding only if necessary for them to handle the situation safely.

When hazardous material is involved, crew members must keep out of the danger area and guard against people entering the area until controlled by civil agencies.

FRA Emergency Order No.5 issued October 27, 1974 requires that DOT specification 112A and 114A tank cars, not equipped with FRA approved head shields transporting flammable gases, must not be cut off while in motion and no car moving under its own momentum shall be allowed to strike these cars. Such cars must not be coupled to with more force than is necessary to complete the coupling.

Shipping papers must carry the notation "DOT 112A (or DOT 114A) must be handled in accordance with FRA E.O. No. 5." Employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order. All switch lists and train lists must be plainly marked to indicate when cars are loaded with flammable gas.

### 8. Rules Changes and Modifications:

Rule 34 as contained in the Consolidated Code of Operating Rules is amended as follows:

Employees located in the cab of engine must communicate to each other in an audible and clear manner the name or aspect of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each employee comply with these requirements, including himself.

It is the engineer's responsibility to have each employee located in the cab of engine maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

### BLUE SIGNAL PROTECTION OF WORKMEN

#### DEFINITIONS:

"Workmen" means railroad employees assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling equipment" means engines and railroad cars.

"Blue signal" means a clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" when used in relation to a manually operated switch or derail means a lock which may be locked and unlocked only by the class or craft of employee applying that lock.

### RULE 26

A blue signal indicates that workmen are on, under, or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

#### RULE 26(A)

Workmen may not work on, under or between rolling equipment on any track unless:

Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or

A derail capable of restricting access to that portion of a track on which such equipment is located is placed at least 150 feet from the end of the rolling equipment, and locked with an effective locking device in the derailing position. A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection, the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, or under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employees are clear and the engineer so advised by the same employee.

#### RULE 26(B)

Engine servicing Facilities:

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track;

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employee under the direction of the employee in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

#### RULE 26(C)

Car Shop or Repair Track Protection:

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employee, under the direction of the employee in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks on in car shops until it is known that all employees are clear of the track on which the movement is to be made.

#### RULE 93

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard-limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In yard limits in ABS territory, protection as prescribed by Rule 99 is not required in case of failure to clear the time of first class trains. Information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

#### RULE 99

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fusee.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fusees to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- a) In ABS territory, when rear of train is protected by at least two block signals.
- b) When rear of train is protected by an absolute block (Absolute block means a block in which no train is permitted to enter while it is occupied by another train.).
- c) When rear of train is within interlocking limits.
- d) When a train order or special instruction♦ provides that flag protection is not required.

Flagman's signals:

Day Signals - A red flag not less than ten torpedoes and six red fuses.

Night Signals - a white light, not less than ten torpedoes and six red fuses.

Railroad Radio Rules 650 through 663 as contained in the Consolidated Code of Operating Rules are cancelled. The following Radio Rules as promulgated by the FRA are in effect:

400. The following rules and requirements cover use of railroad radio systems and govern employees using such systems.
401. All employees, except those specifically authorized by the Federal Communications Commission (FCC) are prohibited from making any internal adjustments to a railroad radio. Employees so authorized must carry their FCC operator license or verification card when on duty.
402. No employee shall knowingly transmit any false emergency communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent, or profane language via radio. No employee shall divulge or publish the existence, contents, purport, effect or meaning, of any communications (emergency communications excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.
403. An emergency call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, collisions, storms, washouts, fires, obstructions to track, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete information thereon as possible. All employees shall give absolute priority to communication from a station in distress, and except in answering or aiding that station shall refrain from sending any communication until there is assurance that no interference will result.
404. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the FCC at any reasonable time.
405. The location of radio base and wayside stations, time such stations are attended, and assigned channels, will be designated by timetable or other instructions.
406. Before transmitting, an employee operating a radio must listen a sufficient interval to be sure the channel is not already in use, give required identification, listen for acknowledgement from the employee to whom he intends to transmit, and must not proceed with transmission until such acknowledgement is received.
407. Employees transmitting or receiving a radio communication must begin with the required identification, and must include the following in the order listed below:

A. BASE OR WAYSIDE STATIONS:

1. Name or initials of the railroad.
2. Name of office or other unique designation of the station, and location of station.

B. MOBILE UNITS:

1. Name or initials of the railroad.
2. Train name (number), engine number, or words that identify the precise mobile unit.

If an exchange of communication continues without substantial interruption, identification must be repeated each 15 minutes. After positive identification has been made in connection with switching, classification and similar operations wholly within a yard, fixed and mobile units may use short identification after the initial transmission and acknowledgement.

408. An employee receiving a radio call must not delay acknowledgement; unless it would interfere with duties relating to safety.
409. An employee who receives a transmission must repeat it to the transmitting party except when the communication:
  - A. Relates to yard switching operations.
  - B. Is a recorded message from an automatic alarm device.
  - C. Is general in nature and does not contain any information, instruction or advice which could affect the safety of a railroad operation.
410. To indicate to the receiving employee the transmission is ended and that a response is expected, the transmitting employee must say the word "over".
411. To indicate to the receiving employee the exchange of transmission is complete and that no response is expected, the transmitting employee must say the word "out".
412. When base and wayside stations or mobile units are manned, the radio must be turned on to the appropriate channel with volume adjusted to receive communications.
413. Radio communication must not be used to avoid compliance with any operating rule.
414. Any radio communication which is not understood or completed in accordance with these rules, must not be acted upon and must be treated as though not sent. Exception: If any information is received which would affect the safety of employees, the public, or damage to property; the safe course must be taken, and, if necessary, movement stopped until an understanding has been reached.
415. Radios used in train operation, outside yard limits, must be tested at the point where the train is originally made up.
416. Engineers and conductors must test the radio at least once during each tour of duty to ensure the radios are working on the engine and caboose.
417. Radio tests must consist of an exchange of voice transmissions with another radio and the quality and readability of its transmission must be ascertained.
418. A malfunctioning radio must not be used, and each crew member of the train and the train dispatcher or other designated employee must be notified by any alternate means of communication available as soon as practicable.
419. Radio must not be used to give information to a train or engine crew about the position, aspect, name or indication displayed by a fixed signal, except between members of the same crew.
420. When radio is being used in lieu of hand signals both the direction and distance to be traveled must be given. Movement must be stopped in one-half the distance specified unless additional instructions are received.
421. When train orders are transmitted by radio they must be transmitted in accordance with applicable operating rules, and the following:

A. The train dispatcher or operator shall call the addressees of the train order and state his intention to transmit the train order.

B. Before the train order is transmitted the employee to receive

and copy the train order shall state his name, identification or call sign, location, and that he is prepared to receive a train order. Train orders may not be received and copied by an employee operating the controls on an engine of a moving train. Train orders may not be transmitted to the crew of a moving train when, in the judgment of either the conductor, the engineer, or the train dispatcher, the train order cannot be received and copied without impairing the safe operation of their train.

- C. Train orders shall be copied in writing by the receiving employee in the format prescribed in the operating rules.
- D. After the train order has been received and copied, it shall be immediately repeated in its entirety. After verifying the accuracy of the repeated train order, train dispatcher shall then state "Complete", the time, and the initials of the employee designated by the railroad. Employees copying train orders must then acknowledge by repeating "Complete" and the time.
- E. Except as provided by rule 414 before a train order is acted upon, both the conductor and engineer must have a written copy of the train order and make certain that the train order is read and understood by other members of the crew.
- F. Except as provided by Rule 414 a train order transmitted by radio which has not been made complete may not be acted upon and must be treated as though not sent. Rule 209 will not apply. "Complete" must not be given to a radio transmitted train order for other trains until response "Complete" has been acknowledged by the train being restricted.
- G. Information contained in a train order may not be acted upon by persons other than those to whom the train order is addressed.

422. Radio transmitters must not be operated when located less than 250 feet from blasting operations.

423. The railroad company is required to answer an official notice of violation of the terms of the Communications Act of 1934, as amended, within ten days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt notice.

424. Citizens band radios must not be used for railroad operating purposes.

**Note:** If necessary for clarity, a phonetic alphabet shall be used to pronounce any letter used as an initial, except initials of railroads.

A word which needs to be spelled for precision or clarity shall first be pronounced, and the word shall then be spelled. If necessary, the word shall be spelled again, using a phonetic alphabet.

Rule 103(C) and 103(E) as contained in the Consolidated Code does not apply, the following applies:

103(C): Cars on any track must be left clear of crossings and so as not to actuate crossing signals, and a clear passageway must be left to the station. When necessary to spot cars in the vicinity of public or private crossings they must, if practicable, be left not less than 200 feet from crossing. When it can be avoided, engines must not stand within 200 feet of public crossings.

103(E): Cars must not be handled ahead of the engine between stations outside of yard limits except when necessary to take cars to or from a spur track, or in work train service, or when it is necessary for a train to make a back-up movement. Such movements must be for no greater distance than necessary, and air brakes on such cars must be cut in and operative.

The second, third and fourth paragraphs of Consolidated Code Rule M, and the entire BN Safety Rule 94, referring to employees being on the roofs of cars are cancelled.

The following rule applies to all employees:

Train, engine and yard service employees must not occupy the roof of a freight car or caboose under any circumstances. Other employees

whose duties require them to occupy the roof of a freight car or caboose may do so only when equipment is standing.

Rule 211 of the Consolidated Code of Operating Rules and item 11k Train Dispatchers Manual are modified as follows:

Duplication of slow and cautionary orders may be done mechanically on copier machine.

#### FORM W TRAIN ORDER

Examples 4, 5 and 6 of Form W train order as contained in the Consolidated Code of Operating Rules are modified as follows:

#### Examples-

- (4) Extra 37 West will register at Con Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).
- (5) Extra 38 East may check register at C against Extra 37 West on Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).
- (6) No. 2 may check register at C against Extra 37 West on Order No. \_\_\_\_\_ of \_\_\_\_\_ (Date).

BN Safety Rule 144 is cancelled and new Safety Rules 144(A) and 144(B) are in effect and read as follows:

144(A): When air hoses are uncoupled on passenger equipment, engines, or when uncoupling air hoses from yard air supply:

- a) Have both angle cocks closed. When disconnecting yard air line, valve must be closed.
- b) Take firm grip on hose coupling and apply upward pressure.
- c) Break connection gradually to release pressure in hose.
- d) Turn face away from air hose connection as pressure is released.
- e) When practicable, keep one foot outside of rail.

144(B): When air hoses uncoupled on freight cars by trainmen and yardmen:

- a) Have both angle cocks closed.
- b) Operate uncoupling lever and signal for movement.
- c) Allow air hoses to part by themselves, keeping all parts of body fully in the clear.

Consolidated Code of Operating Rule No. 729 has been changed to read as follows:

Employees must familiarize themselves with the Department of Transportation regulations governing the handling and transportation/explosives and flammables, and be governed thereby. When handling cars containing explosives or flammables, it must be known that they are in proper place in the train.

Burlington Northern Air Brake and Train Handling Rules From 15338 (11-76) are in effect. Employees whose duties are in any way affected by these rules must have a copy of this book available while on duty.

# SPECIAL INSTRUCTIONS

## FIRST SUBDIVISION

**1. AT LEWISTON:**

In handling cars ahead of engine on descending grades, coupling must be made before switch is opened to that track.

**2. AT ARROW:**

Time of trains applies at Junction switch. Normal position of Junction switch is set for C.P. 1st subdivision.

**3. AT OROFINO:**

Normal position of Junction switch is set for 4th subdivision.

**4. SPEED RESTRICTIONS:**

Trains and engines will not exceed speed of 10 M.P.H. over highway crossing, serving mill of the Potlatch Forests, Inc., 500 feet east of east switch East Lewiston.

**At Kamiah** - Do not exceed 15 M.P.H. between 500 feet west and 500-feet east of U.S. Highway 12 crossing east of Depot.

**At Kooskia** - Do not exceed five (5) miles per hour over crossings adjacent to siding.

LOCATION	Maximum Speed Miles Per Hour Freight
Between Lewiston and Kamiah ___	25
Between Kamiah and Stites _____	15
At Greer over Highway Crossing __	15

**5. BRIDGE AND ENGINE RESTRICTIONS:**

**At Kamiah** - Bridge 50-1 Diesel Units will not be coupled in multiple, and cars weighing over 177,000 pounds must be separated from engine.

All movements over Bridge 50-1 restricted to 10 M.P.H.

Cars under 40 ft. long weighing between 177,000 and 220,000 lbs.: No restriction when preceded and followed by car weighing 177,000 lbs.

When coupled in groups of two or more:

Not permitted over Bridge 50-1.

Over Bridges 25, 29.1 and 38 ..... 10 M.P.H.

Cars over 40 feet long weighing 263,000 lbs. or less - no restrictions.

Cars 67 ft. long weighing between 220,000 lbs. and 315,000 lbs. and with truck centers of 53' 7 1/8":

Not permitted if coupled in groups of two or more.

**6. RULE 99**

When flagging is required distance will be 1 mile.

**7. REGISTER STATIONS:**

East Lewiston. Spalding. Arrow. Orofino. Kamiah.

**B. CLEARANCE EXCEPTIONS:**

At Yardley or Pullman all westward and at East Lewiston, all eastward B.N. trains using C.P. track between Arrow and Lewiston must secure both B.N. and C.P. Clearances.

**9. YARD LIMITS:**

Track between yard limit signs east of Spalding and west of North Lapwai will operate as one yard.

Tracks between yard limit signs west of Transfer and east of Forebay will be operated as one yard.

**10. DERAIL SWITCHES:**

Lewiston - West end of Pacific Fruit track on Snake River Ave. East end of Mason Ehrman spur. West end of Dunclick's spur. West end Morrell spur.

Lenore - Both ends of Elevator track.

Ahsahka - East end of siding.

Orofino - West end of run around track. West end of material track. West end log loading track 150 feet east of Standard Oil Switch. Standard Oil spur west end also protects planer track.

Jordan - West end of spur.

Greer - West end siding.

Stites - West end of Stockyard track.

# SPECIAL INSTRUCTIONS

## SECOND SUBDIVISION

**1. SPEED RESTRICTIONS:**

LOCATION	Maximum Speed Miles Per Hour Freight
Between Spalding and Culdesac _____	25
Between Culdesac and Reubens _____	15
Between Reubens and Grangeville _____	25
At Craigmont over highway grade crossing at west switch _____	5

**2. MOUNTAIN GRADE OPERATION:**

a. Trains except work trains must have train order authority to meet at Nucrag.

b. Westward freight trains will stop as follows to cool wheels: Nucrag 10 minutes, and longer if wheels are found to be overheated. Culdesac or Jacques, 15 minutes.

c. Test of air brakes on westward freight trains must be made at Reubens or at Craigmont if no stop is to be made at Reubens, after train line has been charged to a maximum of 90 pounds. Conductor must know that this pressure is obtained before making terminal test.

d. Only one helper unit will be permitted to operate behind cabooses on mountain grade between Culdesac and Reubens.

When 3 unit helper is used it will be cut into train ahead of tonnage that can be handled by single unit.

e. On Union Pacific units with 24-RL brake equipment to use maintaining feature, it should be cut in, and after making reduction of brake pipe pressure, the brake handle should be placed in **LAP POSITION.**

**Note:** GP-9 units assigned to Camas Prairie service have had dynamic brake interlocks nullified, necessitating the manual release of the independent brake after an automatic application of air brakes during dynamic braking.

f. All 85 foot or longer cars not permitted east of Culdesac.

**3. RULE 99**

When flagging is required distance will be 1 mile except ascending grade between Culdesac and Reubens distance will be .5 mile.

**4. CLEARANCE EXCEPTIONS:**

At Spalding - No clearance required.

**5. YARD LIMITS:**

Tracks between yard limit signs east of Spalding and west of North Lapwai will be operated as one yard.

**6. DERAIL SWITCHES:**

Lapwai - West end of siding.

Sweetwater - West end of siding.

Bundy - West end of siding.

Jacques - West end.

Culdesac - West end of siding. West end of House track. West end of Mill spur. West end of Oil track.

Nucrag - West end of siding.



Reubens - West end of siding. West end House Track West Leg Wye.  
 Craig Junction - West end of spur.  
 Craigmont - East end of transfer track.  
 Cottonwood - East end of stock track. East end L.G.G. Elevator.  
 Grangeville - West end of Farmer Union Warehouse track. West end V.C. track, East end Haener Spur. West end of Camas Spur.

**7. AT REUBENS:**

Switch connecting East leg of wye with house track must be lined for wye track when not in use.

## SPECIAL INSTRUCTIONS THIRD SUBDIVISION

**1. AT RIPARIA:**

Normal position of Junction switch will be for movement to Camas Prairie Railroad Third Subdivision.

**2. SPEED RESTRICTIONS:**

LOCATION	Maximum Speed Miles Per Hour Freight
Between Riparia and Lewiston	49 M.P.H.
Over Curve approach each end of Bridge 69.87 over Clearwater River at Lewiston _____	10M.P.H.

**3. RULE 99**

When flagging is required distance will be 1.5 miles.

**4. REGISTER STATIONS:**

Riparia.  
East Lewiston.

**5. YARD LIMITS:**

Lewiston - Track between yard limit signs west of Transfer and east of Forebay will be operated as one yard.

**6. CLEARANCE EXCEPTIONS:**

At Hinkle or Wallula Union Pacific eastward trains using Camas Prairie track between Riparia and Lewiston must secure Camas Prairie Railroad Clearance.

**7. DERAIL SWITCHES:**

Almota - West end siding.  
Riparia - West end Yard lead.

## SPECIAL INSTRUCTIONS FOURTH SUBDIVISION

**1. AT OROFINO:**

Normal position of Junction switch is set for 4th subdivision.

**2. SPEED RESTRICTIONS:**

LOCATION	Maximum Speed Miles Per Hour Freight
Between Orofino and Jaype _____	15
Between Jaype and Summit _____	20
Between Summit and Headquarters _____	15
At Orofino, over Johnson Street _____	5

**3. RULE 99**

When flagging is required distance will be 1 mile except on ascending grade distance will be .5 mile.

**4. BRIDGE AND ENGINE RESTRICTIONS:**

Cars under 40 ft. long weighing between 177,000 lbs. and 220,000 lbs. must be preceded and followed by a car weighing less than 177,000 lbs. Cars 67 ft. long with truck centers 53' 7 1/8" and weighing between 263,000 lbs. and 315,000 lbs. must be preceded and followed by an empty car.  
All 85 foot or longer cars not permitted.

**5. MOUNTAIN GRADE OPERATION:**

a. Westward trains must stop at Rudo to cool wheels.  
b. Only one helper unit will be permitted to operate behind cabooses on mountain grade between Orofino and Summit and between Headquarters and Summit.

**6. REGISTER STATIONS:**

Orofino, Headquarters.

**7. CLEARANCE EXCEPTIONS:**

At Headquarters when no operator on duty, trains will not require clearance.

**8. YARD LIMITS:**

Tracks between yard limit signs east of Revling and west of Nelson will be operated as one yard.

**9. DERAIL SWITCHES:**

Orofino - West end of run around track. West end of mate track. West end log loading track 150 feet east of Standard Oil switch.  
Standard Oil spur west end, also protects planer track.  
Rudo - West end, in pocket of siding.  
Haley - West end of siding.  
Poorman - West end.  
Rooney - West end.  
Jaype - West end. Yard lead and West end Mill lead.  
Revling - West end of log spur.  
Summit - West end.  
Deer Creek - East end of spur.

**PERFORM SWITCHING IN A MANNER  
WHICH WILL AVOID DAMAGE TO  
CONTENTS OF CARS AND EQUIPMENT**

Safe Coupling Speed (MPH)	Impact Force
1	1
2	4
3	9
4	16
Damaging Coupling Speed (MPH)	Damaging Force
6	25
6	36
7	49
8	64
9	81
10	100

**INDUSTRIAL AND OTHER TRACKS**

Sta. No.	Location	Track	Length In Feet	Switch Opens	Sta. No.	Location	Track	Length In Feet	Switch Opens
		<b>1ST SUBDIVISION</b>					<b>2ND SUBDIVISION (Con.'t)</b>		
CP 82	NO. LAPWAI	HOUSE	720	BOTH	CP 117	CRAIGMONT	STD. OIL	198	EAST
CP 82	NO. LAPWAI	STOCK	1968	BOTH	CP 117	CRAIGMONT	FERTILIZER	132	EAST
CP 82	NO. LAPWAI	LOG SPUR	1056	EAST	CP 117	CRAIGMONT	OUTFIT	231	WEST
CS 17	LENORE	ELEVATOR	1240	BOTH	CP 117	CRAIGMONT	CHANNEL LMBR.	390	WEST
CS 28	AHSAHKA	THOMPSON SPUR	360	WEST	CP 125	FERDINAND	ELEVATOR	825	WEST
CS 40	GREER	ELEVATOR	660	BOTH	CP 125	FERDINAND	OUTFIT	693	BOTH
CS 40	GREER	SPUR	570	WEST	CP 133	COTTONWOOD	HOUSE ELEVATOR	1980	BOTH
CS 51	ROCK SPUR	SPUR	495	EAST	CP 133	COTTONWOOD	FERTILIZER	165	WEST
CS 55	KAMIAH	POTLATCH PASS	1122	BOTH	CP 133	COTTONWOOD	OUTFIT	470	EAST
CS 55	KAMIAH	ELEVATOR	1848	BOTH	CP 149	GRANGEVILLE	PASS	2520	BOTH
CS 55	KAMIAH	KAMIAH MILL	472	WEST	CP 149	GRANGEVILLE	STEGNER	1110	BOTH
CS 63	KOOSKIA	HOUSE	858	BOTH	CP 149	GRANGEVILLE	HOUSE	450	BOTH
CS 63	KOOSKIA	POLE SPUR	1320	WEST	CP 149	GRANGEVILLE	UNION	1470	WEST
CS 61	KOOSKIA	CLEARWATER FOREST PROD.	957	BOTH	CP 149	GRANGEVILLE	SPUR	132	EAST
CP 66	STITES	HOUSE	297	BOTH	CP 149	GRANGEVILLE	McGREGOR	330	WEST
		<b>2ND SUBDIVISION</b>			CP 149	GRANGEVILLE	IDAPINE	840	EAST
CP 88	SWEETWATER	FERTILIZER	891	BOTH	CP 149	GRANGEVILLE	IDAHO WESTERN	627	EAST
CP 94	CULDESAC	OUTFIT	462	WEST		<b>3RD SUBDIVISION</b>			
CP 94	CULDESAC	HOUSE	528	BOTH	CP 2	LITTLE GOOSE	SPUR	363	EAST
CP 94	CULDESAC	OIL SPUR	330	WEST	CP 39	LOWER GRANITE	SPUR	600	EAST
CP 102	NUCRAG	SPUR	528	WEST	CP 50	BALLAST TRACK	SPUR	1900	EAST
CP 109	REUBENS	HOUSE	726	BOTH		<b>4TH SUBDIVISION</b>			
CP 117	CRAIGMONT	HOUSE	561	BOTH	CH 15	RUDO	OUTFIT SPUR	920	BOTH
CP 117	CRAIGMONT	LEWISTON GRAIN GROWERS	1089	BOTH	CH 34	SUMMIT	OUTFIT SPUR	210	EAST
CP 117	CRAIGMONT	VO	594	WEST	CH 34	SUMMIT	LOG SPUR	653	WEST

# POSITION IN FREIGHT TRAIN OF PLACARDED CARS

PLACARD APPLIED ON CAR		EXPLOSIVES - A	POISON GAS	LOADED PLACARDED TANK CARS (EXCEPT TANK PLACARDED POISON GAS OR COMBUSTIBLE)	EMPTY PLACARDED TANK CARS (EXCEPT COMBUSTIBLE)	RADIOACTIVE	COMBUSTIBLE	ALL OTHER PLACARDED CARS	Effective 1-1-77
<b>RESTRICTIONS</b>									
MUST NOT BE NEARER THAN THE SIXTH CAR FROM ENGINE OR CABOOSE. HOWEVER WHEN LENGTH OF TRAIN WILL NOT PERMIT CAR TO BE SO PLACED IT MUST BE PLACED NEAR MIDDLE OF TRAIN,		●	●	●					
<b>PLACARDED CAR MUST NOT BE PLACED NEXT TO</b>	ENGINE	●	●	●	IC	●			
	OCCUPIED CABOOSE	*	●	II	●	●			
	LOADED FLAT CARS (C)	●	●	● (R)					
	OPEN TOP CARS (@)	●	●	I&					
	CARS WITH ANY OF THE FOLLOWING OPERATING: AN ENGINE LIGHTED HEATERS STOVES OR LAMPS AUTOMATIC REFRIG- ERATION UNITS	●	x	X					
	OCCUPIED CAR	*		II					
	EXPLOSIVES - A		●	●		●		X	
	POISON GAS	●		●		●		●	
	RADIOACTIVE	II	●	●				●	
	UNDEVELOPED FILM					●			
EMPTY PLACARDED TANK CARS									
ANY LOADED PLACARDED CAR (EXCEPT COMBUSTIBLE)	X	X			●				

**HOW TO USE THIS CHART**

To determine the type of placard applied to car follow vertical line down and note which lines apply by "X" shown in box

**...NOTE...**

*Cars with some placards may be placed next to each other.*

**Footnotes:**

(g) A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car.

(i) A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicle, cured by use of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between rail-

roads. This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers, or loaded trucks or trailers without securely closed doors.

(i) An open-top car when any lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift as to protrude beyond the car ends.

(j) A rail car placarded EXPLOSIVES or POISON GAS in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring EXPLOSIVES A placards.

## TONNAGE RATING OF FREIGHT ENGINES

### SPEED TABLE

Time Per Mile Min.      Sec.	Miles Per Hr.	Time Per Mile Min.      Sec.	Miles Per Hr.
1    12	50	2    40	22.5
1    15	48	2    45	21.8
1    20	45	2    50	21.2
1    25	42.3	3    ---	20
1    30	40	3    9	19
1    40	36	3    20	18
1    45	34.3	3    31	17
1    50	32.7	3    45	16
2    ---	30	4    ---	15
2    10	27.6	5    ---	12
2    15	26.6	6    ---	10
2    20	25.7	7    30	●
2    30	24	10    ---	6

Sub Division	DISTRICT	CLASS OF ENGINE		
		I	GP-9	Tons
First Eastward	Lewiston to Arrow			3000
	Arrow to Stites			3750
Second Eastward	Spalding to Sweetwater			1250
	Sweetwater to Culdesac			950
	Culdesac to Reubens			625
	Reubens to Craigmont			1900
Second Westward	Craigmont to Grangeville			2100
	Grangeville to Ferdinand			2000
	Ferdinand to Craig Jct.			2200
Third Eastward	Reubens to Culdesac	Locomotive Equipped with operative dynamic brake and pressure maintain feature: Single Unit 2,500 Tons Two Units 4,500 Tons 3 or more units 6,000 tons		
	Riparia to Lewiston			6000
Third Westward	Lewiston to Riparia			
Fourth Eastward	Orofino to Summit			800
	Summit to Headquarters	Train Limit		2 Units 85 cars 3 or more units 100 cars
Fourth Westward	Headquarters to Summit			1100
	Summit to Orofino	Train Limit		2 Units 85 cars 3 or more units 100 cars

## MAXIMUM CLEARANCES

Note - Limit of load measurements based on 52' cars with 42' truckcenters. Heights and widths in table allow 6 inches clearance.

Table is based on open car loading equally divided on either side of center of car.

SUBDIVISION	LIMIT OF LOAD MEASUREMENT Height Above Top of Rail						
	6 Ft. Wide	7 Ft. Wide	8 Ft. Wide	9 Ft. Wide	10 Ft. Wide	11 Ft. Wide	12 Ft. Wide
Riparia to Lewiston	22'	21' 9"	21' 3"	20' 6"	20'	19' 6"	18' 6"
Lewiston to Grangeville	19' 3"	19'	18' 9"	18' 3"	18'	17' 9"	12' 9"
Lewiston to Orofino	20' 6"	20' 6"	20' 6"	20' 6"	20'	19' 6"	19' 3"
Orofino to Stites	17'	16' 9"	16' 9"	16' 6"	16' 3"	15' 9"	15'
Orofino to Headquarters	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"	20' 6"